


STATEMENT

On 18 November 1955, Major Reid Carney, Headquarters USAF, was interviewed by Major Greathouse and Major Craft in investigating a C-54 aircraft accident which occurred on 17 November 1955. The interview was recorded; however, a transcription could not be made because of poor audibility. Factors pertinent to the accident are set forth herein.

Major Carney was a responsible officer in this project and was assigned to duties that involved the planning and initial operation of the transport mission. He stated that he personally wrote the SOP for Aircrew which is attached to the Form 14 of the accident. He was on temporary duty at the Watertown area during the period that the scheduled transport mission first operated, and he personally flew with each crew, primarily to insure familiarization of their route procedure in and near the prohibited area. He did not make a written record of the flight check; however, his opinion of Lt. Pappas and crew was that they were an exceptionally well qualified AAS crew. He stated that he had returned to the Watertown area on 16 November 1955 and that on that date it became known to him that the route had been changed establishing the Goodsprings home as the IFR termination point instead of the Las Vegas range station as in the aircrew SOP. He further stated that he had intended to try to have this route change cancelled as soon as he could contact the necessary personnel. He stated that he understood the route change was made by the Commander of the Watertown Airstrip to save approximately ten minutes flying time.

The above is certified to be true and accurate to the best of my memory and belief.

  
NATHAN G. GREATHOUSE  
Major, U. S. Air Force  
Investigator

JACOB F. CRAFT  
Major, U. S. Air Force  
Investigator